

3.16 Cultural Resources

3.16.1 Affected Environment

3.16.1.1 Regulatory Setting

Federal

The proposed project is subject to compliance with the National Historic Preservation Act (NHPA) of 1966, as amended. According to Section 106 of the NHPA, the responsible federal agency is required to take into account the effect of a project on cultural resources included or eligible for inclusion in the National Register of Historic Places (NRHP). The lead federal agency, in consultation with the Utah State Historic Preservation Office (SHPO), is responsible for the determination of eligibility for listing in the NRHP and for the finding of effect. The federal Advisory Council on Historic Preservation (ACHP) is given the opportunity to comment on the project and its effects on cultural resources and participate in development of the Memoranda of Agreement (MOA).

Cultural resources include prehistoric and historic districts, sites, buildings, structures, and objects that represent past human activities. This term includes artifacts, features, and remains that are related to and located within such properties, as well as properties of traditional religious and cultural importance that meet the significance criteria described below. Significant cultural resources are those resources that are listed or are eligible for listing in the NRHP. The criteria for evaluating the significance of cultural resources are set forth in 36 Code of Federal Regulations (CFR) 60.4. These criteria are designated using a four-tier letter-code system (A–D), as presented below.

Significance, as it relates to American history, architecture, archaeology, engineering, and culture, is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association and one or more of the following criteria:

- **Criterion A:** Resource is associated with events that have made a significant contribution to the broad patterns of our history.
- **Criterion B:** Resource is associated with the lives of persons significant in our past.
- **Criterion C:** Resource embodies the distinctive characteristics of a type, period, or method of construction; represents the work of a master; possesses high artistic values; or represents a significant and distinguishable entity whose components may lack individual distinction.
- **Criterion D:** Resource has yielded or may be likely to yield information important in prehistory or history.

In addition to meeting one of the four main criteria, properties considered for listing in the NRHP must retain integrity. Integrity refers to the ability of a property to convey its significance. In other words, a historic resource must have intact physical characteristics or features to communicate its significance under one or more of the integrity criteria. NRHP guidelines recognize seven aspects or qualities that define integrity: location, design, setting, materials, workmanship, feeling, and association.

A property must have both significance and integrity to be considered eligible for listing in the NRHP. Loss of integrity, if sufficiently great, will overwhelm the historical significance of a resource and render it ineligible for listing. Additionally, a resource must be at least 50 years old to be eligible for listing in the NRHP, unless it meets specific and exacting standards for exceptional significance.

State

The Antiquities Protection Act of 1992 requires state agencies to take into account, before spending state funds, the effect of any undertaking on districts, sites, buildings, structures, or specimens that are included in or eligible for the NRHP or Utah State Register of Historic Sites. It also allows adequate time for the Utah SHPO to comment on the undertaking (Utah Code Annotated [UCA] 9-8-404).

UCA 63-73-19 protects significant paleontological resources and applies to all paleontological resources that are on or eligible for inclusion in the State Paleontological Register. This regulation requires state agencies to take into account the effect of the undertaking on paleontological resources and allow the director of Utah Geological Survey (UGS) an opportunity to comment. An MOU between the Utah Department of Transportation (UDOT) and UGS pursuant to UCA 63-73-19 sets forth policy regarding paleontological resources in Utah. If it is determined that the proposed action would have no effect on paleontological resources, no further action is required. If there may be an effect on paleontological resources, documentation and surveys may be required.

3.16.1.2 Paleontological Consultation

On January 12, 2005, Martha Hayden of UGS conducted a paleontological file search for the project and confirmed that it qualifies for treatment under the MOU between UDOT and UGS. The letter is located in Appendix A.

3.16.1.3 Native American Coordination

FHWA is responsible for contacting and consulting with the potentially affected Native American tribes for the project. Native American consultation letters were sent to the Goshute Tribal Council, Northwestern Band of the Shoshone Nation, Shoshone-Bannock Tribes, Shoshone Tribe of Wind River Reservation, Uinta and Ouray Tribes, and Skull Valley Band of Goshutes. A project description and vicinity map were sent to the affected tribes, along with a request for any information they may have about the project area, in December 2004. No responses were received. A second letter was sent in May 2007. Only the Confederated Tribes of the Goshute Reservation responded, indicating that they had no comment on or objection to the proposed project. No other responses have been received. Appendix A of this EIS contains these letters.

3.16.1.4 Cultural Resources Study Methodology

Archaeological Survey

A Class III cultural resources inventory was conducted in accordance with the UDOT Guidelines for Archaeological Survey and Testing (Utah Department of Transportation 2000). Pre-field work for the project included an archaeological records search at the Antiquities Section of the Utah Division of State History in Salt Lake City in 2004 and 2007 and information obtained from UDOT. All cultural resources studies and site records within the project area plus a 1-mile radius were noted. The cultural resources inventory took place across three separate field visits that occurred on September 30–October 9, 2004; April 9–13, 2007; and July 24–28, 2007.

The 2004 survey focused on the I-15 alignment, excluding any intersections, ramps, and auxiliary roads. At the time, the project was not staked or flagged prior to completing the inventory. The Area of Potential Effect (APE) for this survey was from the outer edge of the I-15 pavement to the UDOT right-of-way fencing or, if fencing was not present, to 30.5 meters (100 feet) from the edge of pavement. The west side of I-15 from 800 South in Payson, north to Main Street in Spanish Fork was surveyed from edge of pavement to the Union Pacific Railroad right-of-way, a swath that varied in width from approximately 23 meters (75 feet) to 61 meters (200 feet). The project area was surveyed in 15-meter (50-foot) transects or less because of the narrow nature of the project area. Those areas of the project that passed through heavily populated, paved urban environments or crossed large areas of marshland were intuitively surveyed. These areas typically were either completely composed of built environment or consisted of areas inundated with water or completely impassable to pedestrian survey, precluding the inspection of the ground surface.

The April 2007 survey focused on the interchange locations and associated ramps, frontage roads, auxiliary roads, cross streets, areas of road realignment, and detention basins. In order to accomplish this phase of the inventory, the boundaries of the APE were identified from design sheets. Each interchange location required large areas of survey coverage averaging approximately 20 acres of land for each intersection (74,000 square meters [800,000 square feet]). Landscaped areas within the interchange ramps were surveyed if they did not appear completely landscaped. Areas of proposed new auxiliary roads and cross streets associated with each interchange were surveyed also; these features often occurred as isolated project features in rural areas. City cross streets that make up portions of the interchanges, or cross over or under I-15, were inventoried as well, typically to the first signaled intersection and occasionally past the first signaled intersection. A segment of I-15 measuring approximately 2,500

meters (8,200 feet) between Provo and Orem may be realigned as part of the proposed project. This segment was surveyed to a width of up to 120 meters (400 feet) from edge of pavement. Finally, a number of potential locations for detention basins are included in the project area, and these were inventoried as well, some up to a distance of 100 meters (330 feet) from the I-15 edge of pavement. A third field effort was conducted in July 2007 in order to spot-check the locations of some previously recorded resources.

Most of the APE is either developed land covered with landscaping and concrete or has been cut and filled for construction of the highway, interchanges, and overpasses. Inventory efforts focused on areas that were not landscaped, paved, or built. However, in all but one recently plowed field, southeast of the SR-164 Benjamin Interchange, the vegetation throughout the project area consisted of either agricultural crops or dense ruderal growth. As a result, ground visibility was poor and rarely offered more than 20-percent visibility.

Historic Structures Survey

The historic-structures APE covers the existing I-15 right-of-way, road realignment areas, and interchange areas from 12300 South in Draper to 800 South in Payson. The APE was modified to include areas previously surveyed in the December 2003 report titled *Selective Reconnaissance-Level Survey Lake Bottom Area (Geneva Road), Utah County, Utah* (Calkins 2003) and the September 2007 report *An Archaeological, Architectural, and Paleontological Assessment of the Proposed East-West Connector Survey Area, Utah County, Utah* (SWCA Environmental Consultants 2007). The land uses in the project area include residential, agricultural, commercial, and industrial. The historic-structures APE includes all properties with buildings 1) identified as constructed within the historic period (1960 or older), and 2) located one parcel adjacent to I-15 alignment or within the proposed limits of disturbance, wherein the buildings may be directly or indirectly affected by construction of Alternative 4.

The survey was conducted in accordance with the Utah SHPO *Reconnaissance Level Surveys—Standard Operating Procedures* (2007a), which defines a Reconnaissance Level Survey (RLS) as “the most basic approach for systematically documenting and evaluating historic buildings in Utah. It is designed for dealing with large groups of buildings rather than for single sites.” The survey consisted of a three-phase approach:

- 1) Preliminary research and windshield survey,
- 2) Contextual background research,
- 3) A RLS of buildings and structures in the study area.

The first RLS of the entire I-15 Corridor was conducted by architectural historians during the week of October 4–8, 2004. All architectural historians who conducted the surveys meet the Secretary of the Interior’s Standards for Professional Qualifications for historian and architectural historian.

Between April 16 and 19, 2007, a selective RLS was conducted for potential interchange upgrades and other features that have been added to the project since 2004. This updated survey consisted of those areas where new interchanges are proposed, as well as additional project features. The survey also involved rechecking all previously recorded historic properties along the proposed I-15 Corridor that were documented in the earlier 2004 RLS report (Jones & Stokes 2004).

Buildings in the historic-structures APE constructed in 1960 or earlier were considered within the historic period and were recorded. Buildings constructed in 1961 and later were not recorded or evaluated, as they are considered outside the historic period (1847–1960) and therefore not eligible for listing in the NRHP. All buildings surveyed were evaluated using evaluation criteria developed by the Utah SHPO to indicate age and integrity of historic buildings, and were assigned a rating of A, B, or C. According to Utah SHPO guidance, buildings receiving an A evaluation may be considered eligible for the NRHP. Buildings with a B designation may be considered for the NRHP as part of a multiple-property submission or historic district, with corrective action, or based on the historic associations rather than their architectural significance. Buildings with intrusive modifications are designated under Criterion C, having lost their architectural integrity, and are not eligible for the NRHP. In summary, for the purposes of this project, all Utah SHPO RLS A-rated buildings will be considered eligible under NRHP Criteria A and C and all B-rated buildings will be considered eligible under NRHP Criterion A.

3.16.1.5 Resources Identified

Changes Since the DEIS

The original Determination of Eligibility and Finding of Effect (DOE/FOE) was signed by Utah SHPO on October 16, 2007. The DEIS reflected that consultation. As stated in the DEIS, a second round of consultation was underway at the time of publication. As a result of the second consultation, an addendum DOE/FOE was submitted to the Utah SHPO for review and concurrence. The addendum DOE/FOE included changes to the October 2007 DOE/FOE, as follows:

- The Lake Bottom Canal and the Utah Southern Railroad Section 106 effect was changed from Adverse Effect to No Adverse Effect;
- The historic property located at 1260 West 800 South (Building Reference # 36) Section 106 effect was changed from Adverse Effect for all Provo/Orem Options (A, B, C, and D) to an Adverse Effect for Provo/Orem Options A and C and a No Effect for Provo/Orem Options B and D;
- Four historic properties including their effects have been added as a result of the information developed in the East-West Connector study listed below:
 - 7122 (7110) West 7750 North American Fork (Map/Site Reference # 62.5);
 - 35 North 1020 West, American Fork (Map/Site Reference # 63.5);
 - 57 North 1020 West, American Fork (Map/Site Reference # 63.7); and
 - 8040 North Millpond Drive, Lehi (Map/Site Reference # 63.9).

This addendum DOE/FOE was signed by Utah SHPO on November 15, 2007, prior to publication of the DEIS. The October 2007 DOE/FOE and the November 2007 addendum are included in Appendix A.

In February 2008, an Intensive Level Survey (ILS) was completed for two architectural resources described in the DEIS; 1260 West 800 South (Map/Site Reference # 36), and 12 South 1160 West (Map/Site Reference # 39), in Orem. The ILS provides an extra level of documentation that can be used when questions regarding particular historic structures arise, and provides further information regarding a resource's eligibility for the NRHP. The ILS was conducted in accordance with Utah SHPO guidelines and with the assistance of UDOT's architectural historian.

Based on information presented in the ILS, UDOT submitted a second addendum DOE/FOE to Utah SHPO, recommending that the two structures be reconsidered not eligible for listing on the NRHP. SHPO concurred on April 3, 2008. Information on the two structures has been removed from the tables and figures contained in this section. The second addendum is also included in Appendix A.

Archaeological Resources

The records search revealed that within the project APE, 14 cultural resources were previously recorded. All of these cultural resources are linear and consist of a historic-period bridge, three railroad alignments, and 10 historic water conveyance systems. The recordation of these linear sites has largely been accomplished on a piecemeal basis, dictated by small project APEs.

Table 3.16-1: Previously Recorded Archaeological Resources Located in the Project APE

Site No.	Name	NRHP Eligibility Criteria	Year Recorded
42UT1101/42SL293	Denver & Rio Grande Western Railroad	Eligible, A	2001, 2006
42UT935	South Field Canal	Eligible, A and C	1995
42UT1485	Mill Race Canal	Eligible, A	2006
42UT1029/42SL344	Utah Southern/Union Pacific Railroad	Eligible, A	2001, 2003, 2004, 2006
42UT1553	Matson Canal	Not Eligible	2007
UDOT Structure D-413	Provo Viaduct	Eligible, A and C	2005
42UT1032	Lake Bottom Canal	Eligible, A	1999
42UT948	Salt Lake & Western Railroad Grade	Eligible, A	1994, 1994
42UT974	Fox Ditch	Not Eligible	1996
42UT973	Bull River Ditch	Not Eligible	1996, 2003
42UT947	Murdock Canal	Eligible, A	1996, 2000
42SL290	East Jordan Canal	Eligible, A	1999
42SL350	Draper Irrigation Canal	Eligible, A	2003
42SL214	Jordan & Salt Lake City Canal	Eligible, A	1999, 2002, 2004

Source: Jones & Stokes 2007

In addition to the 14 previously recorded historic-period archaeological resources, the archaeological survey recorded one additional historic-period archaeological site—42UT1568, the West Union Canal. Figures 3.16-1 through 3.16-4, as well as those found in Volume II of this EIS, illustrate the locations of the historic resources within the archeological APE. These resources are described in Table 3.16-2.

Table 3.16-2: Archaeological Resources within the Archaeological APE

Site No.	Name	NRHP Eligibility/ Criteria	Description
42UT1101/ 42SL293	Denver & Rio Grande Western Railroad	Eligible—A	The Denver & Rio Grande Western Railroad mainline now operated by the Union Pacific Railroad passes through Utah and Salt Lake counties. In the 1880s, the Denver & Rio Grande Western Railroad was formed by the consolidation of several existing railroads in the Salt Lake Valley. The railroad runs in a northwest-southeast direction, six segments of the Denver & Rio Grande Western Railroad mainline, cross the I-15 APE. (Figures 3.16-1 through 3.16-3)

Table 3.16-2: Archaeological Resources within the Archaeological APE - continued

Site No.	Name	NRHP Eligibility/ Criteria	Description
42UT935	South Field Canal	Eligible—A, C	Construction of the canal began in 1850. In 1915, the South Field Canal was integrated into the U.S. Bureau of Reclamation's Strawberry Valley Project, a major reclamation project that brought water from the Colorado Basin to the Bonneville Basin, providing residents with a reliable supply of water. The South Field Canal currently crosses once under I-15 north of 7300 South in Spanish Fork. (Figure 3.16-1)
42UT1485	Mill Race Canal	Eligible—A	The Mill Race Canal was constructed during the 1850s and was expanded in 1858 to supply water for two local businesses—a gristmill and a sawmill. The canal diverts water from the Spanish Fork River, beginning near the mouth of Spanish Fork Canyon, and flows west for a distance of 4 miles, where it splits into three branches, the northern and middle branches of which cross I-15. The northern branch is located 328 feet north of SR-147. The middle branch is located approximately 1,395 feet north of the Spanish Fork River and parallels SR-115 east of I-15 for a short distance. (Figure 3.16-1)
42UT1029/ 42SL344	Utah Southern/ Union Pacific Railroad	Eligible—A	This railroad segment follows the original historical alignment of the Utah Southern Railroad, built between 1871 and 1873, stretching from Salt Lake Valley down to Utah Valley. The railroad occurs within the I-15 Corridor in 13 locations: 5 segments pass beneath I-15 and 7 segments cross auxiliary roads in the archaeological APE. One segment parallels I-15 within the archaeological APE near Point of the Mountain. (Figures 3.16-1 through 3.16-4)
42UT1553	Matson Canal	Not Eligible	The Matson Canal is part of a small irrigation network managed by the Matson Spring Irrigation Company. It is not known when the canal was constructed or when the company was incorporated. A previous ditchmaster with the company stated that the canal was in place by 1920. The recorded segment extends from 900 East in Springville along the north side of SR-77, crosses under I-15 through a pipe, and reappears on the north side of SR-77 at 2450 West. Two segments of the canal, one in the grassy portion on the south side of the I-15/SR-77 Interchange and the other on the east side of the interchange, are open and unlined and have been abandoned. (Figure 3.16-1)
UDOT Structure D- 413	Provo Viaduct	Eligible—A, C	The Provo Viaduct conveys Center Street over the Union Pacific Railroad and 1200 West on SR-114 at milepost 0.69 in Utah County. The viaduct was originally built in 1937 in the vernacular Art Deco style with period revival elements.(Figure 3.16-2)

Table 3.16-2: Archaeological Resources within the Archaeological APE - continued

Site No.	Name	NRHP Eligibility/ Criteria	Description
42UT1032	Lake Bottom Canal	Eligible—A	The canal was built in 1856 or 1857 and has one of the earliest water rights on the Provo River. Numerous segments of the Lake Bottom Canal lie within the archaeological APE between the proposed Provo Center Street interchange and the proposed 800 South interchange in Orem. The canal parallels the highway, crossing beneath I-15 once, from east to west, north of 820 North in Provo and under nine streets between the two interchanges. (Figure 3.16-2)
42UT1568	West Union Canal	Eligible—A	Construction of the West Union Canal began in 1872 and was completed around 1876; the year water was first diverted into the canal. The canal has some of the oldest water rights on the Provo River. The West Union Canal passes beneath I-15 in a culvert north of 400 South in Orem. The canal is located 450 feet north of 400 South in Orem and parallels I-15 for 550 feet before being piped west under I-15. On the west side of I-15, the canal re-emerges 800 feet north of 400 South. This segment of the canal is no more than 20 feet in length and flows north inside the I-15 right-of-way before entering a culvert that directs it away from the APE. (Figure 3.16-2)
42UT948	Salt Lake & Western Railroad Grade	Eligible—A	The railroad originated just north of the town of Lehi and extended to the mining town of Ironton, a length of more than 50 miles. The railroad was created in 1881 by the Salt Lake & Western Railroad Company, which was a subsidiary of Union Pacific. The site consists of a segment of the railroad grade located east of I-15, approximately 2,900 feet north of 1200 West in Lehi. (Figures 3.16-3 and 3.16-4)
42UT974	Fox Ditch	Not Eligible	The history and the development of the ditch is not well documented but it is believed the ditch was constructed before 1921. It is located east of I-15 approximately 3,000 feet south of 11000 North in Lehi. The ditch has been abandoned, and it is obscured by accumulated sediment and vegetation. (Figures 3.16-3 and 3.16-4)
42UT973	Bull River Ditch	Not Eligible	The Bull River Ditch was constructed circa 1877. Two segments of Bull River Ditch cross through the project APE. The ditch first crosses under 11000 North in Lehi, approximately 1,300 feet east of I-15. After exiting the APE, the ditch re-enters the APE approximately 1,700 feet north of 11000 North and crosses west under I-15 through a concrete culvert, reappearing west of I-15. The ditch has been abandoned and has become obscured by accumulated sediment and vegetation. (Figure 3.16-3)

Table 3.16-2: Archaeological Resources within the Archaeological APE - continued

Site No.	Name	NRHP Eligibility/ Criteria	Description
42UT947	Murdock Canal	Eligible—A	The Murdock Canal was constructed around 1909 or 1910. Originally named the Provo Reservoir Canal, it was renamed in the 1930s when it was expanded as part of the Deer Creek project. The Murdock Canal currently passes under I-15 approximately 2,700 feet north of the proposed North Lehi Interchange. The segment of the canal in the current project area is completely piped and buried beneath the project APE. (Figure 3.16-4)
42SL290	East Jordan Canal	Eligible—A	The East Jordan Canal was constructed in the late 19th century to transport water from the Jordan River to agricultural fields along alluvial terraces at the base of the Wasatch Front in eastern Salt Lake County. It crosses under I-15 in Draper, near 14200 South. (Figure 3.16-4)
42SL350	Draper Irrigation Canal	Eligible—A	The Draper Irrigation Company formed in 1880 to bring irrigation water to the Draper and Sandy, Utah, area. A segment of a lateral of the Draper Irrigation Canal passes under I-15 in a culvert at 14600 South in Draper. (Figure 3.16-4)
42SL214	Jordan & Salt Lake City Canal	Eligible—A	The Jordan & Salt Lake City Canal was constructed between 1879 and 1882, obtaining its water from the Jordan River. This is a 200-foot segment of the canal that passes under Bangerter Highway approximately 1,300 feet west of I-15. (Figure 3.16-4)

Source: Jones & Stokes 2007

In addition to the following figures, detailed illustrations of locations of historic resources are located in Appendix C.

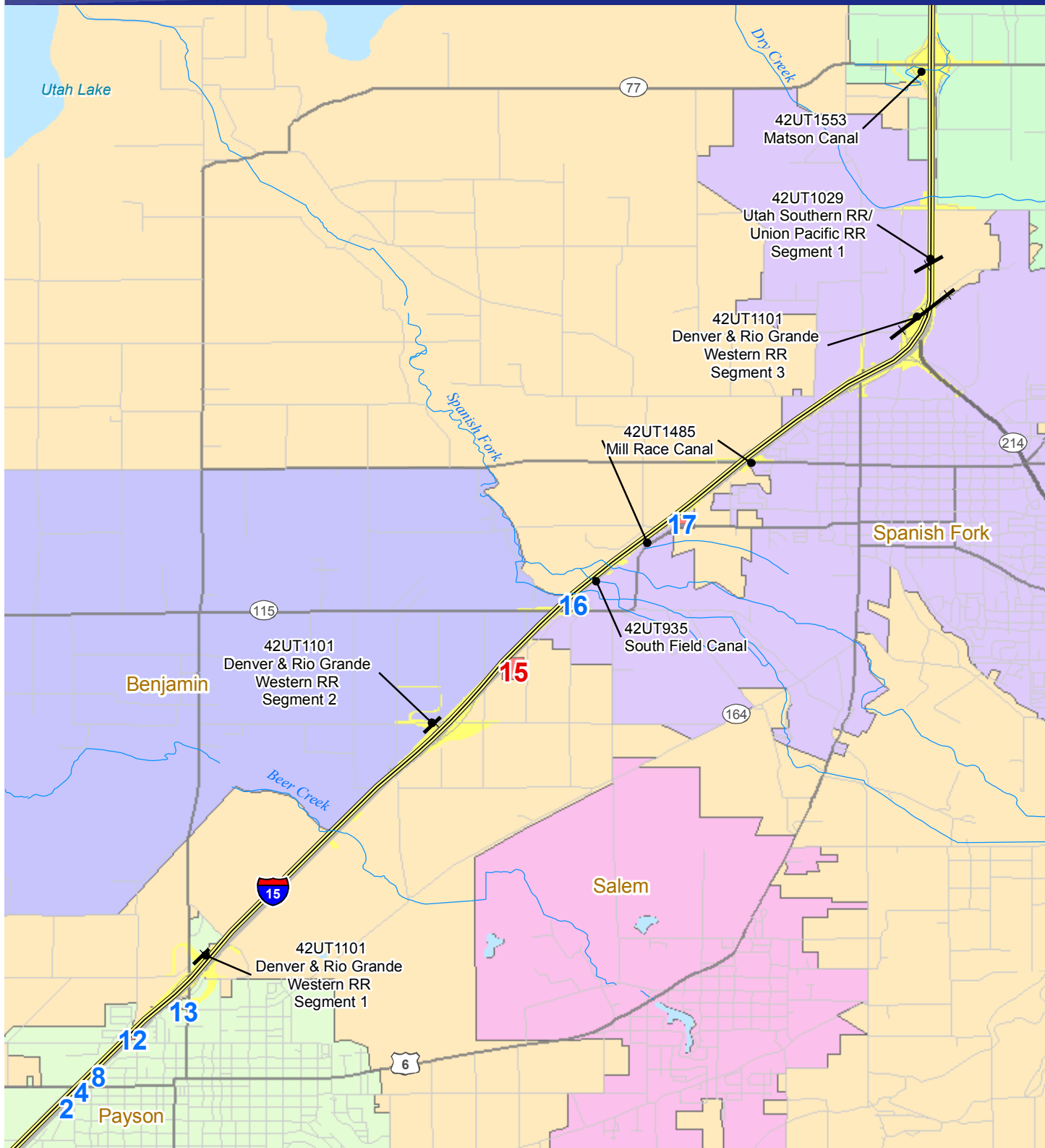


Figure 3.16-1

General Location of Historic Resources - South Utah County

LEGEND:

- I-15 Corridor
- I-15 Impact Area

- Rivers/Canals
- Viaduct
- Railroad Tracks

Map/Site No. Utah SHPO Rating/NRHP Criteria

- "16" A/A and C
- "16" B/A

Note: This figure is a graphic representation of the general location of historic resources and is not to scale.



I-15 CORRIDOR EIS | UTAH COUNTY - SALT LAKE COUNTY

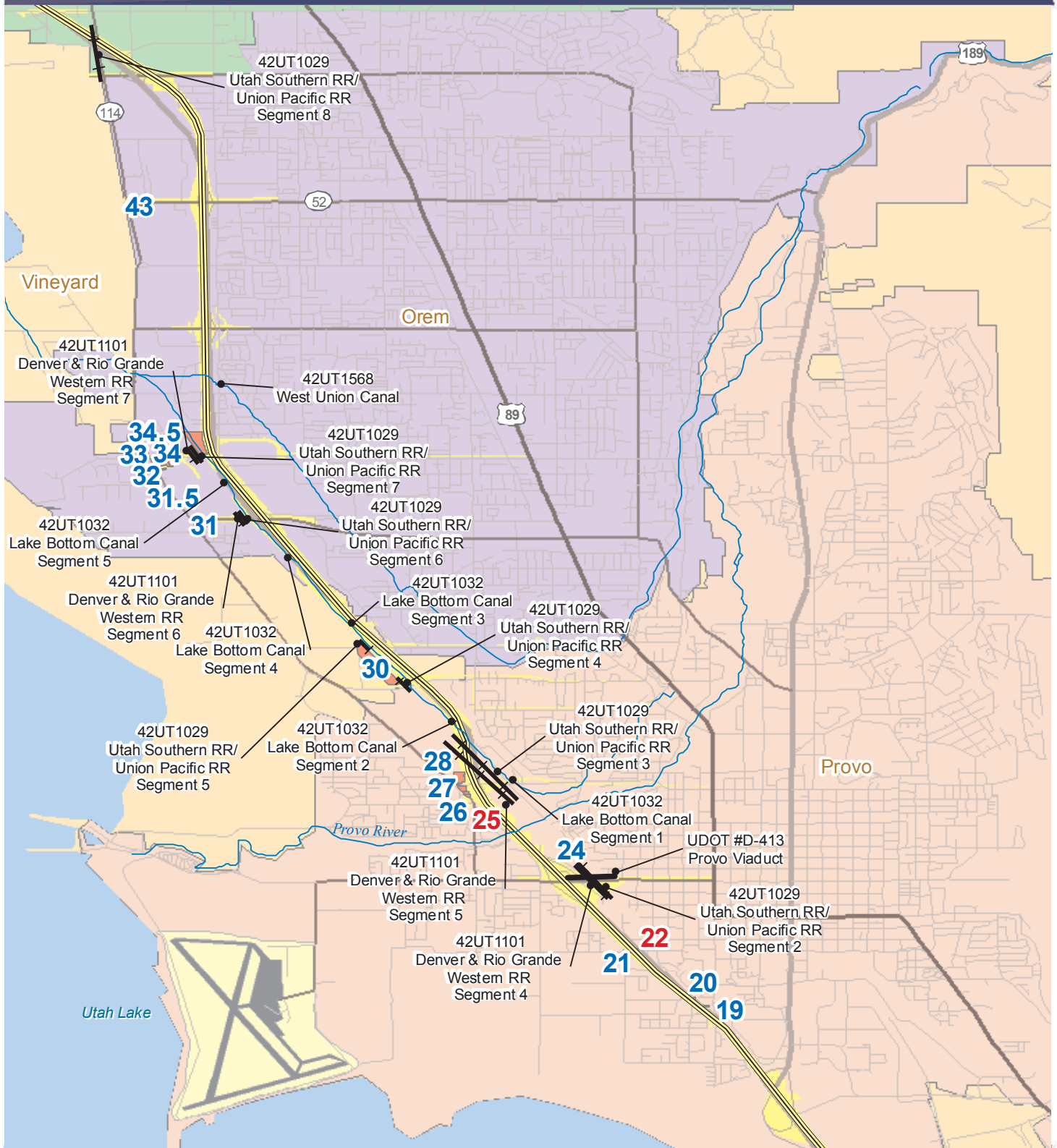


Figure 3.16-2

General Location of Historic Resources - North Utah County

LEGEND:

- I-15 Corridor
- I-15 Impact Area

- Rivers/Canals
- Viaduct
- Railroad Tracks

Map/Site No. Utah SHPO Rating/NRHP Criteria

- "16" A/A and C
- "16" B/A

Note: This figure is a graphic representation of the general location of historic resources and is not to scale.



I-15 CORRIDOR EIS | UTAH COUNTY - SALT LAKE COUNTY

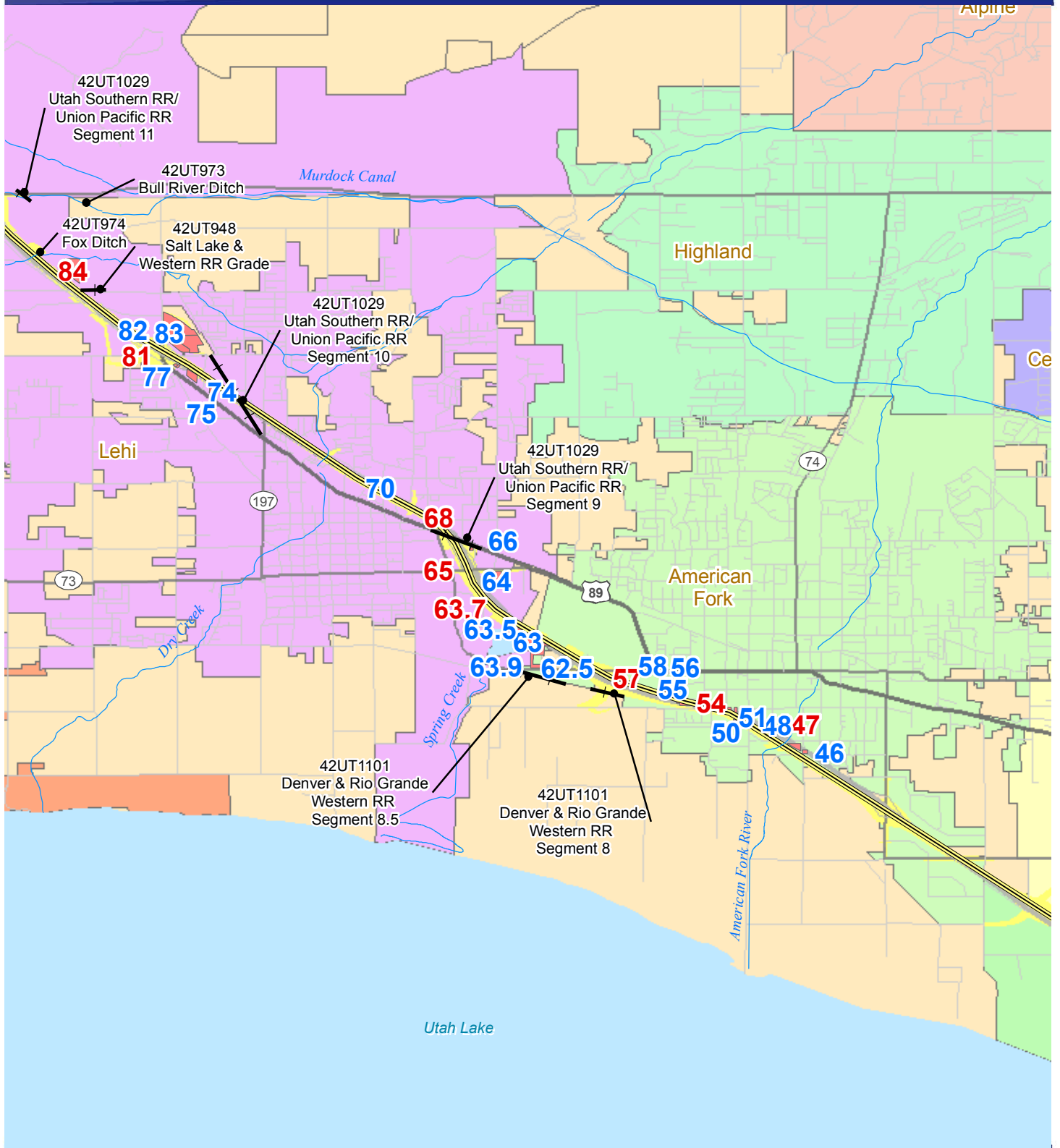


Figure 3.16-3

General Location of Historic Resources - North Utah County

LEGEND:

- I15 Corridor
- I15 Impact Area

- Rivers/Canals
- Viaduct
- Railroad Tracks

Map/Site No. Utah SHPO Rating/NRHP Criteria

- "16" A/A and C
- "16" B/A

Note: This figure is a graphic representation of the general location of historic resources and is not to scale.



I-15 CORRIDOR EIS | UTAH COUNTY - SALT LAKE COUNTY

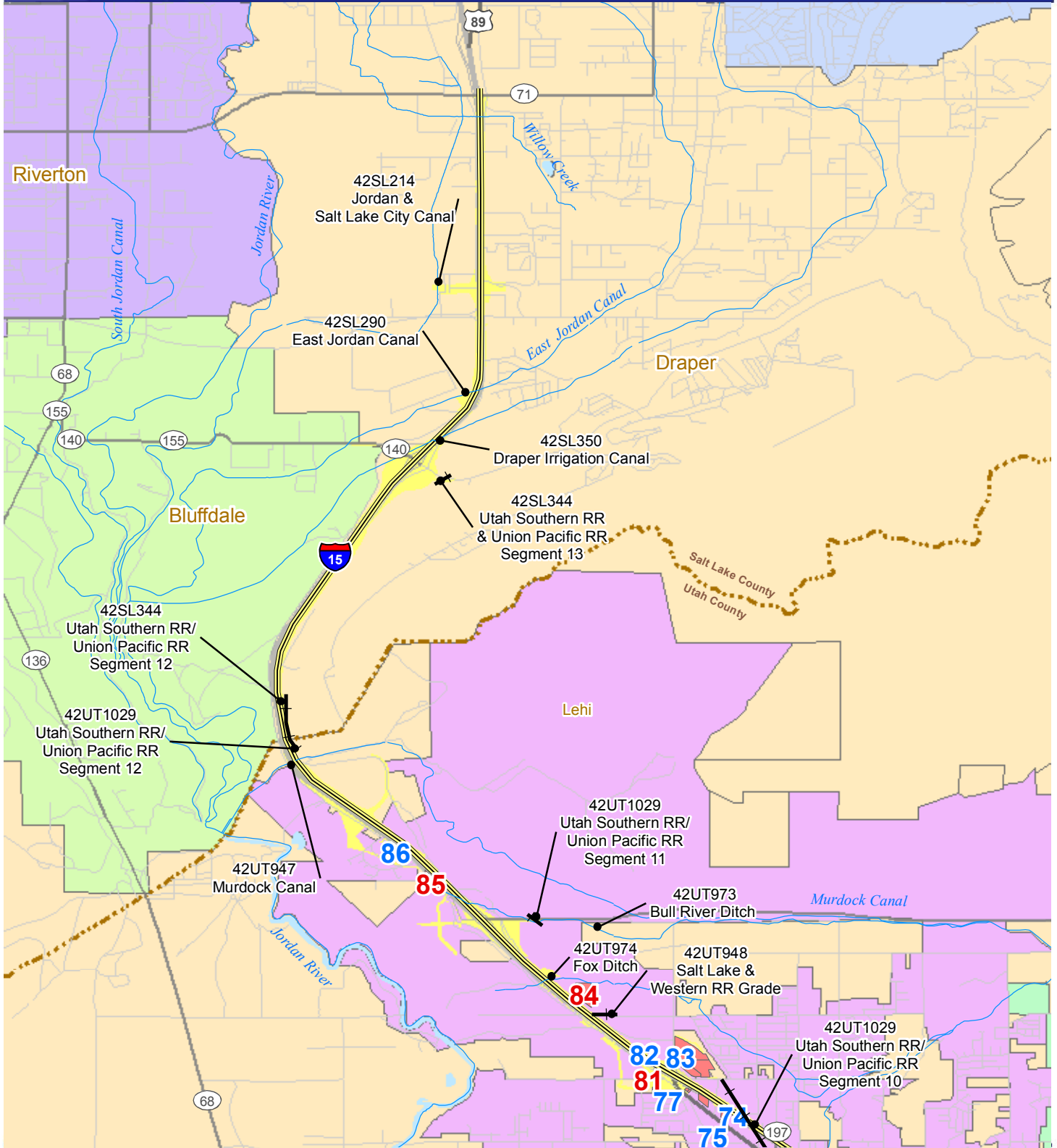


Figure 3.16-4

General Location of Historic Resources - South Salt Lake County

LEGEND:

- I-15 Corridor
- I-15 Impact Area

- Rivers/Canals
- Viaduct
- Railroad Tracks

Map/Site No. Utah SHPO Rating/NRHP Criteria

- "16" A/A and C
- "16" B/A

Note: This figure is a graphic representation of the general location of historic resources and is not to scale.



Historic Structures

Before beginning field investigations, the survey team consulted the Utah Historic Sites Database to identify those resources in the historic-structures APE that have been listed in the NRHP and/or previously evaluated in a RLS. The search revealed that one building is listed in the NRHP and five buildings in the APE had been previously documented (Tables 3.16-3 and 3.16-4). The building located at 700 E. Main Street (Lehi Roller Mills) in Lehi was listed in the NRHP in 1994, and the 2007 RLS revealed that the property is in excellent condition and retains its historic integrity. As part of the present survey, five other buildings were re-examined to determine whether the previous RLS rating assigned to them still applied. According to the database, 1000 E. State Street in Lehi was originally surveyed in 1994 and given a rating of A. It appears that the Victorian Eclectic single-family residential building has undergone substantial changes since 1994, including an addition and new vinyl replacement windows. These changes have altered the character-defining features of the building, resulting in a loss of historic integrity. Consequently, the rating of this property is changed from A to C. Field investigation revealed no compelling reason to change the status of any of the previously recorded buildings.

Table 3.16-3: NRHP Listed Building

Map/Site Reference No.	Address	Year Built	Year Listed in the NRHP	Year Previously Evaluated/Utah SHPO RLS Rating	2007 Utah SHPO RLS Rating	Use
65	700 E. Main Street, Lehi	1905	1994	1994/A	A	Agricultural

Source: Jones & Stokes 2007

Table 3.16-4: Previously Evaluated RLS Buildings Located in the Project APE

Map/Site Reference No.	Address	Year Built	Utah SHPO RLS Rating	Use
41	895 N. 1200 West, Orem	c. 1924	C	Residential
43	1545 W. 800 North, Orem	c. 1921	B	Residential
67	1000 E. State Street, Lehi	c. 1895	A/C*	Residential
71	880 N. 100 East, Lehi	c. 1940	C	Commercial
83	2200 N. 1100 West, Lehi	c. 1942	B	Industrial

* This property was given a rating of A in 1994 and was given a rating of C in 2007.

Source: Jones & Stokes 2007

Six additional eligible buildings were identified in September 2007 as a result of design changes at American Fork Main Street. Two more buildings were identified in the surveys conducted for the December 2003 report for Geneva Road (Calkins 2003) and four buildings were identified in the surveys conducted for the September 2007 report for the East West Connector Project (SWCA Environmental Consultants 2007).

A total of 92 buildings in the historic-structures APE constructed in 1960 or earlier were recorded. Those that were deemed to be eligible are listed in Table 3.16-5, which includes the map reference number, address, year built, architectural style, Utah SHPO RLS rating, and use. The building style, year built, era, use, and rating were assessed as part of the visual survey. The Utah SHPO RLS ratings are discussed in Section 3.16.1.4. Figures 3.16-1 through 3.16-4 illustrate the location of the surveyed buildings within the historic-structures APE. Additionally, the map reference numbers shown on these figures are colored according to the Utah SHPO RLS rating: A buildings are red, and B buildings are blue. For the purposes of this project, all Utah SHPO RLS A-rated buildings will be

considered eligible under NRHP Criteria A and C and all B-rated buildings will be considered eligible under NRHP Criterion A.

The 92 buildings were evaluated according to the standards defined by the Utah SHPO in the UDOT Guidelines for Archeological Survey and Testing (2000) and given a rating of A, B, or C. In the survey area, 54 buildings are recommended eligible for the NRHP and given a rating of either A or B. Of these buildings, 11 were designated A (eligible/significant) and 43 were designated B (eligible). A total of 38 buildings were designated C (ineligible) because although they were constructed during the historic period, they lack architectural integrity because of alterations over time.

Table 3.16-5: Summary of Eligible Historic Structures

Map/Site Reference No.	Address	Circa Year Built	Style	Utah SHPO RLS Rating	NRHP Criteria	Use
2	192 S. 800 W., Payson	1950	Minimal Traditional	B	A	Residence
4	750 W. 100 S., Payson	1955	Ranch	B	A	Residence
8	640 W. Utah Ave., Payson	1920	Craftsman Bungalow	B	A	Residence
12	412 W. 400 N., Payson	1910	Victorian Gothic	B	A	Residence
13	625 N. Main, Payson	1950	Early Ranch	B	A	Residence
15	7658 S. 1600 W., Spanish Fork	1890	Victorian Eclectic	A	A and C	Residence
16	1378 W. 7300 S., Spanish Fork	1890	Victorian Eclectic	B	A	Residence
17	Approx. 572 W. 6800 S., Spanish Fork (Assessor's Parcel Numbers 250150004 and 250150026)	1920	Utilitarian - Other	B	A	Industrial
19	1100 S. 500 W., Provo	1950	Minimal Traditional	B	A	Residence
20	605 W. 1020 S., Provo	1950	Early Ranch	B	A	Residence
21	627 S. 1100 W., Provo	1948	Minimal Traditional	B	A	Residence
22	987 W. 600 S., Provo	1940	Minimal Traditional	A	A and C	Residence
24	1200 W. Center, Provo	1930	20 th Century Commercial	B	A	Industrial
25	702 N. Geneva Rd., Provo	1900	Victorian Eclectic	A	A and C	Residence
26	722 N. Geneva Rd., Provo	1935	Minimal Traditional	B	A	Residence
27	768 N. Geneva Rd., Provo	1910	Victorian Eclectic-Greek Revival	B	A	Residence
28	856 N. Geneva Rd., Provo	1945	Minimal Traditional	B	A	Residence
30	530 W. 2000 S., Provo	1940	International	B	A	Industrial

Table 3.16-5: Summary of Eligible Historic Structures – continued

Map/Site Reference No.	Address	Circa Year Built	Style	Utah SHPO RLS Rating	NRHP Criteria	Use
31	1271 W. University Pkwy., Orem	1940	Dairy	B	A	Agricultural
31.5	895 S. Geneva Rd., Orem ¹	1890	Victorian Eclectic	B	A	Residence
32	865 S. Geneva Rd., Orem	1955	Early Ranch	B	A	Residence
33	853 (849) S. Geneva Rd., Orem	1955	Early Ranch	B	A	Residence
34	1467 W. 800 S., Orem	1950	Early Ranch	B	A	Residence
34.5	1451 W. 800 S., Orem ¹	1954	Early Ranch/Rambler	B	A	Residence
43	1545 W. 800 N., Orem	1925	Craftsman Bungalow	B	A	Residence
46	485 S. 100 E., American Fork	1940	Minimal Traditional	B	A	Residence
47	440 S. 100 E., American Fork	1960	Ranch	A	A and C	Residence
48	345 S. Center, American Fork	1910	Greek Revival	B	A	Residence
50	150 W. 300 S., American Fork	1945	20 th Century Commercial	B	A	Industrial
51	262 S. 100 W., American Fork	1920	Craftsman Bungalow	B	A	Residence
54	159 W. 200 S., American Fork	1915	Craftsman Bungalow-Prairie School	A	A and C	Residence
55	187 W. 200 S., American Fork	1935	Minimal Traditional	B	A	Residence
56	360 W. 200 S., American Fork	1930	20 th Century- Other	B	A	Residence
57	104 Roosevelt, American Fork	1940	Minimal Traditional	A	A and C	Residence
58	447 Harrison Ave., American Fork	1940	Minimal Traditional	B	A	Residence
62.5	7122 (7110) W. 7750 N., American Fork ²	1955	Ranch	B	A	Residence

Table 3.16-5: Summary of Eligible Historic Structures – continued

Map/Site Reference No.	Address	Circa Year Built	Style	Utah SHPO RLS Rating	NRHP Criteria	Use
63	1028 W. Main St., American Fork	1940	English Cottage	B	A	Residence
63.5	35 N. 1020 W., American Fork ²	1960	Ranch	B	A	Residence
63.7	57 N. 1020 W., American Fork ²	1960	Ranch	A	A and C	Residence
63.9	8040 N. Millpond Drive, Lehi ²	1920	Victorian Eclectic, Warehouse	B	A	Commercial
64	1220 E. Main St., Lehi	1950	Streamline Moderne/International	B	A	Commercial
65	700 E. Main St., Lehi	1905	Mill	A	Listed A and C	Agricultural
66	250 N. 950 E., Lehi	1960	Split Level	B	A	Residence
68	725 E. 500 N., Lehi	1850	Settlement Cabin	A	A and C	Residence
70	825 N. 400 E., Lehi	1940	Minimal Traditional	B	A	Residence
74	830 W. State St., Lehi	1910	Craftsman Bungalow	B	A	Residence
75	850 W. State St., Lehi	1935	Minimal Traditional	B	A	Residence
77	980 W. State St., Lehi	1890	Classical -Other	B	A	Residence
81	1060 W. State St., Lehi	1940	Minimal Traditional	B	A	Residence
82	1070 W. State St., Lehi	1915	Minimal Traditional	B	A	Residence
83	2200 N. 1100 W., Lehi	1942	No Style	B	A	Industrial
84	2760 N. Frontage Rd., Lehi	1960	No Style	A	A and C	Industrial
85	Thanksgiving Way, Lehi (Assessor's Parcel Number 580020007)	1930	Streamline Moderne	A	A and C	Commercial
86	4275 Thanksgiving Way, Lehi	1930	International	B	A	Commercial

Source: Jones & Stokes 2007 unless otherwise noted.

Notes:

¹ Selective Reconnaissance Survey, Lake Bottom Area (Geneva Road), Utah County, Utah (Calkins 2003)

² An Archaeological, Architectural, and Paleontological Assessment of the Proposed East-West Connector Survey Area, Utah County, Utah (SWCA Environmental Consultants 2007)

NHPA Section 106 allows for projects to result in a finding of “no historic properties affected” (sometimes listed as “no effect”), “no adverse effect,” or “adverse effect,” as defined below.

- **No Historic Properties Affected (No Effect):** There are either no historic properties present in the APE, or there are historic properties present in the APE, but the undertaking will have no effect on them as defined in 36 CFR 800.16(i).
- **No Adverse Effect:** There could be an effect on a historic property, but the effect would not be harmful to those characteristics that qualify the property for inclusion in or eligibility for the NRHP.
- **Adverse Effect:** Project impacts may directly or indirectly alter any of the characteristics that qualify the property for inclusion in the NRHP in a manner that would diminish the integrity of the property’s location, design, setting, materials, workmanship, feeling, or association, or a property’s ability to offer research potential.

The criteria of adverse effect described in the guidelines for NHPA Section 106 (36 CFR 800.5[a]) define adverse effects to significant cultural resources as any of the following actions, regardless of whether they occur singly or in combination with one another:

- Physical destruction of or damage to all or part of the resource;
- Alteration of a resource, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous-material remediation, and provision of handicapped access, that is not consistent with the secretary’s standards for the treatment of historic properties (36 CFR 68) and applicable guidelines;
- Removal of the resource from its historic location;
- Change of the character of the resource’s use or of physical features within the setting that contribute to its historic significance;
- Introduction of visual, atmospheric, or audible elements that diminish the integrity of the property’s significant historic features; or
- Neglect of a property that causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe.

3.16.2 Alternative 1: No-Build

Under the No-Build Alternative, no cultural resources would be affected.

3.16.3 Alternative 4: I-15 Widening and Reconstruction

Archaeological Resources

Potential impacts of Alternative 4 are considered for the 12 NRHP-eligible archeological resources (see Table 3.16-6).

Table 3.16-6: Impacts on Archaeological Resources

Site No.	Description	NRHP Eligibility Criteria	Effect
42UT1029/ 42SL344	Denver & Rio Grande Western Railroad	Eligible—A	No Adverse Effect. I-15 spans this railroad, and widening of these crossings would not damage or alter the alignment or characteristics that contribute to the property's significance. Construction of the Provo Center Street Interchange would also span the railroad in place of the Provo Viaduct. Options A and B would cross the railroad one additional time, at grade, at 820 North. Construction of Option D would cross the railroad at 820 North in Provo. Construction of the American Fork Main Street Options would require additional crossings: Option A would cross once at a grade-separated crossing. Option B would cross twice, once at-grade and once grade-separated. Option C would cross once at a grade-separated crossing. These additional crossings would not damage or alter the alignment or characteristics that contribute to the property's significance.
42UT935	South Field Canal	Eligible—A, C	No Adverse Effect. Widening I-15 would require extension of the existing culvert, which would cover portions of the canal in the right-of-way. While eligible under Criterion A, the property is regularly maintained and possesses modern materials. Eligibility of this canal relies on association, setting, feeling, and location.
42UT1485	Mill Race Canal	Eligible—A	No Adverse Effect. Widening I-15 would require extension of the existing culverts and would not alter character-defining features. While eligible under Criterion A, the canal is maintained regularly and possesses modern materials. Eligibility of this canal relies on association, setting, feeling, and location.
42UT1029/ 42SL344	Utah Southern/ Union Pacific Railroad	Eligible—A	No Adverse Effect. I-15 already spans the railroad in four locations, and these grade separated crossings would be widened. I-15 mainline improvements proposed at the North Payson interchange would cross the railroad once. Widening of I-15 would also affect a 1,700 foot segment of the railroad within the right-of-way near Point of the Mountain. Construction of the Provo Center Street Interchange would span the railroad in place of the Provo Viaduct. Options A and B would cross the railroad one additional time, at grade, at 820 North. Construction of Option D would cross the railroad at 820 North in Provo. Improving the existing crossings or constructing new crossings, at-grade or grade-separated, would not diminish the qualities that qualify the rail line for listing on the NRHP under criterion A. The primary contributing elements of the rail line as a whole would not be affected.
UDOT Structure D-413	Provo Viaduct	Eligible—A, C	Adverse Effect. Construction of Options A, B, C, and D of the Provo Center Street Interchange would require demolition of the viaduct.

Table 3.16-6: Impacts on Archaeological Resources - continued

Site No.	Description	NRHP Eligibility Criteria	Effect
42UT1032	Lake Bottom Canal	Eligible—A	No Adverse Effect. Implementation of Provo/Orem Options A, B, C, and D would require extension of existing culverts or construction of new culverts, which would cover portions of the canal in the right-of-way. Widening the existing culverts or enclosing portions of the canal would not alter the character-defining features of the canal as a whole that contribute to its eligibility for listing on the NRHP under criterion A.
42UT1568	West Union Canal	Eligible—A	No Adverse Effect. Widening I-15 would require extension of the existing culvert, which would cover a portion of the canal in the right-of-way. While eligible under Criterion A, the canal is maintained regularly and possesses modern materials. Eligibility of this canal relies on association, setting, feeling, and location.
42UT948	Salt Lake & Western Railroad Grade	Eligible—A	No Adverse Effect. Widening I-15 would affect the segment of railroad grade within the right-of-way. Unlike other previously recorded, intact segments of the site, this short segment of the railroad grade is highly degraded and lacks integrity of eligibility-defining characteristics. Therefore this segment does not contribute to the overall eligibility of the site.
42UT947	Murdock Canal	Eligible—A	No Adverse Effect. Widening I-15 would require an extension of the culvert in the right-of-way. The segment of the canal in the APE is already piped underground. There are no open segments of canal or any canal features present in the archaeological APE. This segment of canal has lost all integrity of design, location, setting, materials, workmanship, feeling, and association, and should be considered a non-contributing element to the Murdock Canal.
42SL290	East Jordan Canal	Eligible—A	No Adverse Effect. Widening of I-15 would require the extension of the bridge over the canal in the right-of-way. While eligible under Criterion A, the canal is maintained regularly and possesses modern materials. Eligibility of this canal relies on association, setting, feeling, and location.
42SL350	Draper Irrigation Canal	Eligible—A	No Adverse Effect. The segment of the canal in the APE is contained in an existing culvert, and widening I-15 would require extension of the culvert in the right-of-way. While eligible under Criterion A, the canal is maintained regularly and possesses modern materials. Eligibility of this canal relies on association, setting, feeling, and location.
42SL214	Jordan & Salt Lake Canal	Eligible—A	No Adverse Effect. The segment of the canal in the APE is contained in an existing box culvert and does not cross I-15. Improvements proposed in this area include construction of a detention basin south of Bangerter Highway and 25 feet east of the canal. The detention basin would drain into the canal.

Implementation of Provo/Orem Options A, B, C, and D would have an adverse effect on the Provo Viaduct and a no adverse effect on the Lake Bottom Canal. Implementation of Alternative 4 would result in a no adverse effect on the ten remaining archaeological resources, regardless of which option is chosen.

The archaeological APE has been highly disturbed by past construction activities and the potential for encountering buried prehistoric archaeological deposits is low. However, ground-disturbing activities associated with construction have the potential to unearth and damage previously undetected archaeological resources, including prehistoric human remains. Mitigation would be followed in case of accidental discovery of historic-era and prehistoric archaeological resources.

Historic Structures

Table 3.16-7 lists the impacts on 54 historic buildings that have been identified in the project area. This total includes 11 RLS rated A and 43 RLS rated B properties.

Table 3.16-7: Impacts on Historic Buildings

Map/Site Reference No.	Address	Utah SHPO RLS Rating/NRHP Eligibility	Effect	Type of Impact
2	192 S. 800 W., Payson	B/Eligible	No Effect	None
4	750 W. 100 S., Payson	B/Eligible	No Effect	None
8	640 W. Utah Ave., Payson	B/Eligible	No Effect	None
12	412 W. 400 N., Payson	B/Eligible	No Effect	None
13	625 N. Main, Payson	B/Eligible	No Effect	None
15	7658 S. 1600 W., Spanish Fork	A/Eligible	No Effect	None
16	1378 W. 7300 S., Spanish Fork	B/Eligible	No Adverse Effect	Partial Parcel Acquisition
17	Approx. 572 W. 6800 S., Spanish Fork (Assessor's Parcel Numbers 250150004 and 250150026)	B/Eligible	No Effect	None
19	1100 S. 500 W., Provo	B/Eligible	No Adverse Effect	Partial Parcel Acquisition
20	605 W. 1020 S., Provo	B/Eligible	No Effect	None
21	627 S. 1100 W., Provo	B/Eligible	No Effect	None
22	987 W. 600 S., Provo	A/Eligible	No Effect	None
24	1200 W. Center, Provo	B/Eligible	No Effect	None

Table 3.16-7: Impacts on Historic Buildings - continued

Map/Site Reference No.	Address	Utah SHPO RLS Rating/NRHP Eligibility	Effect	Type of Impact
25	702 N. Geneva Rd., Provo	A/Eligible	No Adverse Effect, Provo/Orem Options A and B	Partial Parcel Acquisition
			No Effect, Provo/Orem Options C	None
			No Adverse Effect, Provo/Orem Option D	Partial Parcel Acquisition
26	722 N. Geneva Rd., Provo	B/Eligible	No Effect	None
27	768 N. Geneva Rd., Provo	B/Eligible	No Effect	None
28	856 N. Geneva Rd., Provo	B/Eligible	No Adverse Effect, Provo/Orem Options A, B, C and D	Partial Parcel Acquisition
30	530 W. 2000 S., Provo	B/Eligible	No Adverse Effect, Provo/Orem Options A and B	Partial Parcel Acquisition
			No Effect, Provo/Orem Options C and D	None
31	1271 W. University Pkwy., Orem	B/Eligible	No Effect	None
31.5	895 S. Geneva Rd., Orem	B/Eligible	No Effect	None
32	865 S. Geneva Rd., Orem	B/Eligible	No Effect	None
33	853 (849) S. Geneva Rd., Orem	B/Eligible	No Effect	None
34	1467 W. 800 S., Orem	B/Eligible	No Adverse Effect, Provo/Orem Options A and C	Partial Parcel Acquisition
			No Effect, Provo/Orem Options B and D	None

Table 3.16-7: Impacts on Historic Buildings - continued

Map/Site Reference No.	Address	Utah SHPO RLS Rating/NRHP Eligibility	Effect	Type of Impact
34.5	1451 W. 800 S., Orem	B/Eligible	No Adverse Effect, Provo/Orem Options A and C	Partial Parcel Acquisition
			No Effect, Provo/Orem Options B and D	None
43	1545 W. 800 N., Orem	B/Eligible	No Effect	None
46	485 S. 100 E., American Fork	B/Eligible	No Effect	None
47	440 S. 100 E., American Fork	A/Eligible	No Effect	None
48	345 S. Center, American Fork	B/Eligible	No Effect	None
50	150 W. 300 S., American Fork	B/Eligible	Adverse Effect, American Fork Main Street Options A, B and C	Entire Parcel Acquisition - Building demolished
51	262 S. 100 W., American Fork	B/Eligible	No Effect	None
54	159 W. 200 S., American Fork	A/Eligible	No Effect	None
55	187 W. 200 S., American Fork	B/Eligible	No Effect	None
56	360 W. 200 S., American Fork	B/Eligible	Adverse Effect, American Fork Main Street Options A, B and C	Entire Parcel Acquisition - Building demolished
57	104 Roosevelt, American Fork	A/Eligible	No Adverse Effect, American Fork Main Street Options A, B and C	Temporary Parcel Acquisition –Construction easement
58	447 Harrison Ave., American Fork	B/Eligible	No Effect	None

Table 3.16-7: Impacts on Historic Buildings - continued

Map/Site Reference No.	Address	Utah SHPO RLS Rating/NRHP Eligibility	Effect	Type of Impact
62.5	7122 (7110) W. 7750 N. American Fork	B/Eligible	No Adverse Effect, American Fork Main Street Option B	Partial Parcel Acquisition
			No Effect, American Fork Main Street Options A and C	None
63	1028 W. Main St., American Fork	B/Eligible	No Adverse Effect, American Fork Main Street Options A, B and C	Partial Parcel Acquisition
63.5	35 N. 1020 W., American Fork	B/Eligible	No Adverse Effect, American Fork Main Street Option A	Partial Parcel Acquisition
			No Effect, American Fork Main Street Options B and C	None
63.7	57 N. 1020 W., American Fork	A/Eligible	No Effect	None
63.9	8040 N. Millpond Drive, Lehi	B/Eligible	No Effect	None
64	1220 E. Main St., Lehi	B/Eligible	No Effect	None
65	700 E. Main St., Lehi	A/Listed in NRHP	No Effect	None
66	250 N. 950 E., Lehi	B/Eligible	No Effect	None
68	725 E. 500 N., Lehi	A/Eligible	No Effect	None
70	825 N. 400 E., Lehi	B/Eligible	No Effect	None
74	830 W. State St., Lehi	B/Eligible	No Adverse Effect	Partial Parcel Acquisition
75	850 W. State St., Lehi	B/Eligible	No Adverse Effect	Partial Parcel Acquisition

Table 3.16-7: Impacts on Historic Buildings - continued

Map/Site Reference No.	Address	Utah SHPO RLS Rating/NRHP Eligibility	Effect	Type of Impact
77	980 W. State St., Lehi	B/Eligible	No Adverse Effect	Partial Parcel Acquisition
81	1060 W. State St., Lehi	B/Eligible	No Adverse Effect	Partial Parcel Acquisition
82	1070 W. State St., Lehi	B/Eligible	No Adverse Effect	Partial Parcel Acquisition
83	2200 N. 1100 W., Lehi	B/Eligible	No Adverse Effect	Partial Parcel Acquisition
84	2760 N. Frontage Rd., Lehi	A/Eligible	No Adverse Effect	Partial Parcel Acquisition
85	? Thanksgiving Way, Lehi (Assessor's Parcel Number 580020007)	A/Eligible	No Adverse Effect	Partial Parcel Acquisition
86	4275 Thanksgiving Way, Lehi	B/Eligible	No Adverse Effect	Partial Parcel Acquisition

Source: Jones & Stokes 2007

In summary, the implementation of Alternative 4 mainline improvements would acquire land from 11 parcels in the common areas, with no adverse effect. The Preferred Alternative includes a revised Provo/Orem Option D and American Fork Option C. Further details about the refinements made to the Preferred Alternative are located in Chapter 2. Implementation of the options proposed as part of Alternative 4 would result in the following:

- Provo/Orem Option A would acquire land from five parcels (no adverse effect).
- Provo/Orem Option B would acquire land from three parcels (no adverse effect).
- Provo/Orem Option C would acquire land from three parcels (no adverse effect).
- Provo/Orem Option D (Preferred) would acquire land from two parcels (no adverse effect).
- American Fork Main Street Option A would demolish two historic buildings (adverse effect) and acquire land from three parcels, including one temporary construction easement (no adverse effect).
- American Fork Main Street Option B would demolish two historic buildings (adverse effect) and acquire land from three parcels, including one temporary construction easement (no adverse effect).
- American Fork Main Street Option C (Preferred) would demolish two historic buildings (adverse effect) and acquire land from two parcels, including one temporary construction easement (no adverse effect).

Three historic properties will be adversely affected by Alternative 4. These include the Provo Viaduct, 150 West 300 South in American Fork (Map/Site Reference #50), and 360 West 200 South in American Fork (Map/Site Reference #56).

Paleontological Resources

There are three recorded paleontological localities in the project vicinity: Each deposit is a location from which Pleistocene vertebrates were excavated. Two of the localities are deposits with Lake Bonneville gravels, and the third locality is associated with a travertine unit. Most of the surficial deposits in the project area are composed of recent alluvial deposits that have a low potential for yielding significant fossils. Because the Lake Bonneville deposits have the potential to yield additional significant vertebrate fossil localities, any paleontological locations that may be discovered during construction will require that a paleontologist be notified, as stated in potential mitigation measures.

3.16.4 Indirect Impacts

Alternative 4 would have indirect impacts on cultural resources, especially at new interchanges. Although the conceptual design for the Preferred Alternative avoids cultural resources as much as feasible, the proximity of these resources to the interchanges, future development may result in a modification or demolition of those resources.

3.16.5 Mitigation

To comply with NHPA Section 106, consultation with the Utah SHPO regarding NRHP eligibility and effects resulting from a proposed undertaking is required through preparation of a DOE/FOE (see Section 3.16.1.5). Because this project will result in adverse effects and avoidance is not possible, a Memorandum of Agreement (MOA) has been prepared to outline responsibilities and measures to mitigate or reduce adverse effects. The ACHP, tribes, certified local governments and interested persons have been notified of the potential adverse effects have been invited to participate in development of the MOA. The MOA was signed May 15, 2008 and is in Appendix A.

Mitigation of adverse effects to the Provo Viaduct will document the bridge to Intensive Level Survey (ILS) standards, set but the Utah State Historic Preservation Office. Mitigation efforts will also document approximately 30 post-WWI bridges in Utah County, to the same standard. For the two historic properties in American Fork, mitigation will document the historic structure on each parcel to ILS standards.

If buried cultural resources, such as chipped stone, ground stone, historic debris, building foundations, or nonhuman bone, are inadvertently discovered during ground-disturbing activities, the contractor will follow the procedures detailed in UDOT's Standard Specification 01355, Part 1.13 (Discovery of Historical and Archaeological Objects). When unanticipated archeological resources are uncovered in a contractor-furnished site, the contractor will notify the UDOT region archaeologist, who will determine the appropriate action to pursue regarding the resource.

Buried human remains that were not identified during research or field surveys could be inadvertently unearthed during excavation activities, which could result in damage to the human remains. If human remains of Native American origin are discovered during ground-disturbing activities, it is necessary to comply with state laws relating to the disposition of Native American burials, following state regulation UCA 9-9-401, the Utah Native American Graves and Repatriation Act of 1992, and UDOT Standard Specification 01355, Part 1.13.

If potential paleontological resources are encountered before or during construction, the discovery procedures specified in UDOT Standard Specification 01355, Part 1.13, and Section G of the MOU between UDOT and UGS pursuant to UCA 63-73-19 will be followed.

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